

COAST GUARD BULLETIN



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Number 8

POSTWAR TRAINING PROGRAM NOW BEING DEVELOPED BY THE COAST GUARD

Applications for peacetime training courses are now being solicited from enlisted personnel of the regular Coast Guard or members of the Reserve who intend to reenlist in the regular establishment.

Applicants for training are selected on the basis of past experience, performance of duty, and scores attained in the usual tests. Minimum test scores have been established for all assignments to specialized training, as it has been shown that men assigned to training

who do not meet these scores have difficulty in successfully completing the courses.

Quotas for schools are assigned to each training station and district. Men assigned to independent units may forward their applications to Headquarters via commanding officers.

Applications for training not at present provided will be placed on file for further consideration in the event the training is inaugurated in the future.

Reservists as well as regulars may apply for training in basic engineering and as loran and radar operators.

All training opportunities now available to rated and nonrated men are listed below.

TRAINING SCHOOLS FOR COAST GUARD ENLISTED PERSONNEL

School	Location	Weeks	Special qualifications	Convening dates
Aerographer's Mate...	NTS, NAS, Lakehurst, N. J.	14	Nonrated men. High school graduates.	First of every month.
Aerographer's Mate (Advanced).	.....do.....	16	Chief and first class AerM.	21 Feb. 1946, 13 June 1946, 3 Oct. 1946.
Aids to Navigation....	CGTS, Groton, Conn.	21	CMM, MM1c, MoMM any class. EM any class if qualified by mechanical ability or experience.	4 Feb. 1946 and every 7 weeks thereafter.
Aviation Machinist's Mate.	CG Air Station, San Diego, Calif.	20	Second class petty officers or below. High school graduates. Maximum age 28 years. Physical requirements combat aircrewmembers.	2 Feb. 1946 and every 8 weeks thereafter.
Aviation Medical Technician.	NAS, Pensacola, Fla..	12	PhM any class. Typing. Physical requirements combat aircrewmembers.	To be announced.

C. G. Distribution

A, B, C, D, E, and List 102

¹ Published with the approval of the Director of the Budget.

TRAINING SCHOOLS FOR COAST GUARD ENLISTED PERSONNEL— Continued

School	Location	Weeks	Special qualifications	Convening dates
Aviation Radioman...	CG Air Station, San Diego, Calif.	10	RM2c or 3c with 6 months sea duty or tour of foreign duty. Maximum age 28 years. Physical requirements combat aircrewmen.	23 Feb. 1946 and every 4 weeks thereafter.
Carpenter's Mate.....	CGTS, Groton, Conn.	16	Nonrated men.....	To be announced.
Direction Finder Maintenance.	CGTS, Atlantic City, N. J.	4	ETM any class. Graduates of advanced radio matériel training.	Varies.
Direction Finder Operation.	.....do.....	4	RM any class with 4 months duty as rated radio operators, preferably having completed tour of sea duty.	2 Feb. 1946 and every 4 weeks thereafter.
Electrician's Mate (Telephone) (Basic).	CGTS, Groton, Conn.	6	Nonrated men.....	20 Feb. 1946 and every 8 weeks thereafter.
Fireman (Basic Engineering).	CGTS, Curtis Bay, Md.	6	.....do.....	Varies.
Loran Maintenance....	CGTS, Groton, Conn.	8	ETM any class.....	20 Feb. 1946 and every 4 weeks thereafter.
Loran Operator (Radarman (L)).	.....do.....	3	Nonrated men with high hand/eye coordination.	13 Feb. 1946 and every 3 weeks thereafter.
Motor Machinist's Mate.	.....do.....	16	Nonrated men.....	To be announced.
Pancake Diesel (A/S Rescue).	Navy Yard, New York.	3	MoMM above third class.	14 Feb. 1946 and every 3 weeks thereafter.
Parachute Rigger.....	NTS, NAS, Lakehurst, N. J.	15	Second class petty officers or below. Minimum height 5 feet 5 inches.	15 Feb. 1946 and every 4 weeks thereafter.
Pharmacist's Mate....	CGTS, Groton, Conn.	12	Nonrated men with related experience.	To be announced.
Radarbeacon Maintenance.	.....do.....	4	ETM any class. Graduates of advanced radio matériel training.	Do.
Radar Operator.....	NTS, Ft. Loma, San Diego, Calif.	5	Nonrated men with high hand/eye coordination.	Every Thursday.
Radioman.....	CGTS, Atlantic City,	24	Nonrated men.....	25 Feb. 1946 and every 4 weeks thereafter.
Radio Matériel (Advanced).	CGTS, Groton, Conn.	26	ETM any class. Graduates of basic radio matériel school with 3 months radio matériel experience subsequent to training or 6 months duty as rated ETM.	20 Feb. 1946 and every 4 weeks thereafter.
Radio Matériel (Basic) (Electronic Technician's Mate).	.....do.....	16	Nonrated men with radio experience or mechanical and electrical aptitude.	20 Feb. 1946 and every 8 weeks thereafter.
Refrigeration.....	NOB, Norfolk, Va....	4	MoMM or MM any class.	2 Feb. 1946 and every week thereafter.
Ship's Cook.....	CGTS, Groton, Conn.	12	Nonrated men.....	4 Feb. 1946 and every 12 weeks thereafter.

**DR. CARL MICHEL, USPHS, CHIEF
MEDICAL OFFICER OF U. S.
COAST GUARD DIES**

Dr. Carl Michel, USPHS, Chief Medical Officer of the United States Coast Guard, assistant surgeon general of the United States Public Health Service, and a pioneer in yellow fever quarantine methods, died at the Naval Medical Center, Bethesda, Md., on January 3.

Dr. Michel was appointed Chief Medical Officer of the Coast Guard July 1940. He was advanced to the position of Assistant Surgeon General, United States Public Health Service in November 1943. This post carried with it the relative rank of Rear Admiral. Prior to his appointment as Chief Medical Officer of the Coast Guard, Dr. Michel had served 5 years as Chief Medical Officer of the U. S. Coast Guard Academy, New London, Conn.

Born in Chicago, Ill., in 1890 Dr. Michel was graduated from the University of Illinois in 1912. Following an internship in the U. S. Marine Hospital, Chicago, he served many details for the Public Health Service and was assigned medical duty with the Coast Guard during both world wars. In 1919, while on detail as Chief Quarantine Officer in Puerto Rico, he was made a member of the Institute of Tropical Medicine and Hygiene. Collaborating with Col. Bailey K. Ashford, U. S. A., he continued research work in sprue, resulting in the use of complement fixation tests of the diagnosis of disease and the development of vaccine treatment. Still another early assignment, in 1920, in Vera Cruz, Mexico, resulted in his appointment as director of the plague eradication measures which eliminated the disease in that port. When an epidemic of yellow fever occurred shortly after, his plans were adopted by the Mexican Government to control this disease with highly satisfactory results. In recognition of this service, he was made honorary Councillor of the Health of the Republic of Mexico.

In another phase of his career, Dr. Michel was first to call attention to the fact that airplanes may carry mosquitoes bringing such diseases as yellow fever and was instrumental in establishing a system of inspection of airplanes to eliminate this danger. While on duty in Miami, Fla., in 1930 he also organized a standard Airplane Quarantine system.

**MAYOR LAGUARDIA HONORED
FOR PORT SECURITY AID
IN NEW YORK HARBOR**

Mayor Fiorella LaGuardia has been presented with a special citation by the

Coast Guard for his "outstanding leadership" in connection with the Coast Guard Port Security Program in New York Harbor.

The citation was given to the mayor by Rear Admiral Edward H. Smith, USCG, Captain of the Port of New York and District Coast Guard Officer, in ceremonies held at the mayor's office, City Hall, on December 22.

The citation, signed by Rear Admiral L. T. Chalker, Acting Commandant of the Coast Guard, points out the important role played by the Port of New York in sending troops and supplies overseas and cites the remarkable safety record compiled in the harbor through all these vital operations. It has been estimated that although the volume of shipping passing through the port during the war was treble the highest previous total, the fire and other losses were lowest in the port history.

**MAJORITY OF SPAR ENLISTED
PERSONNEL SERVES AS YEO-
MEN AND STOREKEEPERS**

The training of the members of the Women's Reserve during the war was one of the responsibilities of the Training Division. Taken into the military service as a means of releasing male service personnel for combat duties, these women had to be trained to perform a large part of the office work at many shore units. In addition to basic training in the military way of life, practically all enlisted SPARS received some training in the special lines of work which they were about to enter, this training bearing a definite relation to their training and experience in similar civilian activities or their lack of it.

At first existing Navy facilities for the training of SPARS were used. Later, the exigencies of the service required the establishment of separate Coast Guard indoctrination and training schools. However, the Coast Guard continued to use some special Navy schools for the training of women reservists while establishing its own training schools.

In September of 1942, the Commandant had asked all units to inform Headquarters how many women could be used and in what ratings and classifications. This survey indicated that a total of 4,556 SPARS could be used, consisting of 199 officers and 4,357 enlisted women. Only 14 percent of the requests were for seamen. Seventy-two percent of the requests were for enlisted personnel in the yeomen and storekeeper ratings.

On February 17, 1943, a draft of enlisted SPARS reported at the U. S. Naval

Training School, The Bronx, New York (usually referred to as "Hunter"), for recruit indoctrination. From then on, at 2 week intervals, drafts of about 325 each convened at this school. Upon the completion of recruit indoctrination, those who already were trained or who had useful skills were sent to active duty. The others were selected for special training and were sent to Wave yeoman schools at Cedar Falls, Iowa, or Stillwater, Okla.; storekeepers schools at Bloomington, Ind., Boston, Mass., or Milledgeville, Ga.; and radioman schools at Madison, Wis., or Oxford, Ohio. At the conclusion of this boot training, the class was distributed approximately as follows:

	Percent
To Yeoman School.....	50
To Storekeepers School.....	30
To Radio School.....	10
To special billets as S2c or as strikers.....	10

The Coast Guard, in the summer of 1943, took over the training of both enlisted and officer candidate SPARS. The Palm Beach Biltmore Hotel, Palm Beach, Fla., was leased, and was commissioned on 23 May 1943. Beginning late in June, all SPAR enlisted personnel, with the exception of those completing their courses in specialist Navy schools, received recruit indoctrination and specialized training at this station. Every 2 weeks, approximately 350 recruits reported for basic indoctrination. At the completion of recruit training, approximately 140 women, or 40 percent of the class, were selected for yeoman training; 30 percent, or 105 women, were selected for storekeeper training; and the remaining 30 percent, or 105 SPARS, were assigned directly to duty as seamen second class or as strikers.

The attached graph shows the relative proportions of enlisted SPARS trained for the various Coast Guard duties open to women. The great majority of enlisted SPARS served as yeomen, storekeepers, or radiomen, the duties of the first corresponding very closely to civilian office employment. In addition to this, small numbers were assigned approximately 14 additional types of duty for which few had any previous qualifications. Training for these special groups was limited to immediate requirements of the service, for the SPARS were urgently needed to replace men for combat duty. In addition, other SPARS were given on-the-job training, to which they responded in a highly commendable manner.

HEADQUARTERS PORT SECURITY DIVISION IS ABOLISHED

The Port Security Division at Coast Guard Headquarters was abolished at the close of business on 31 December 1945. This Division, which had functioned for a period of almost 4 years, was created within the Office of Operations in the spring of 1942 for the purpose of formulating, and exercising general supervision over, all plans and procedures necessary to insure the proper discharge of the Coast Guard's responsibilities under Executive Order 9074 for the protection of vital waterfront facilities and vessels in port.

As of 1 January 1946, the various sections of the Port Security Division were transferred as follows:

(a) Dangerous Cargo Section and Fire Prevention Section to form the Hazard Prevention Section in the Merchant Vessel Inspection Division, Office of Merchant Marine Safety.

(b) Regulations Section was transferred to the Office of Operations.

Executive Order 9074, pursuant to which the Coast Guard was responsible during the war for the protection of waterfront facilities and vessels in port, has been revoked by Executive Order 9667, which was published in the Federal Register of 1 January 1946.

EXECUTIVE ORDER 9667

Revoking Executive Order 9074 of February 25, 1942; Directing the Secretary of the Navy to Take Action Necessary to Protect Vessels, Harbors, Ports and Waterfront Facilities

By virtue of the authority vested in me as President of the United States and as Commander in Chief of the Army and Navy, it is ordered that Executive Order 9074 of February 25, 1942, directing the Secretary of the Navy to take action necessary to protect vessels, harbors, ports and waterfront facilities, be, and it is hereby revoked.

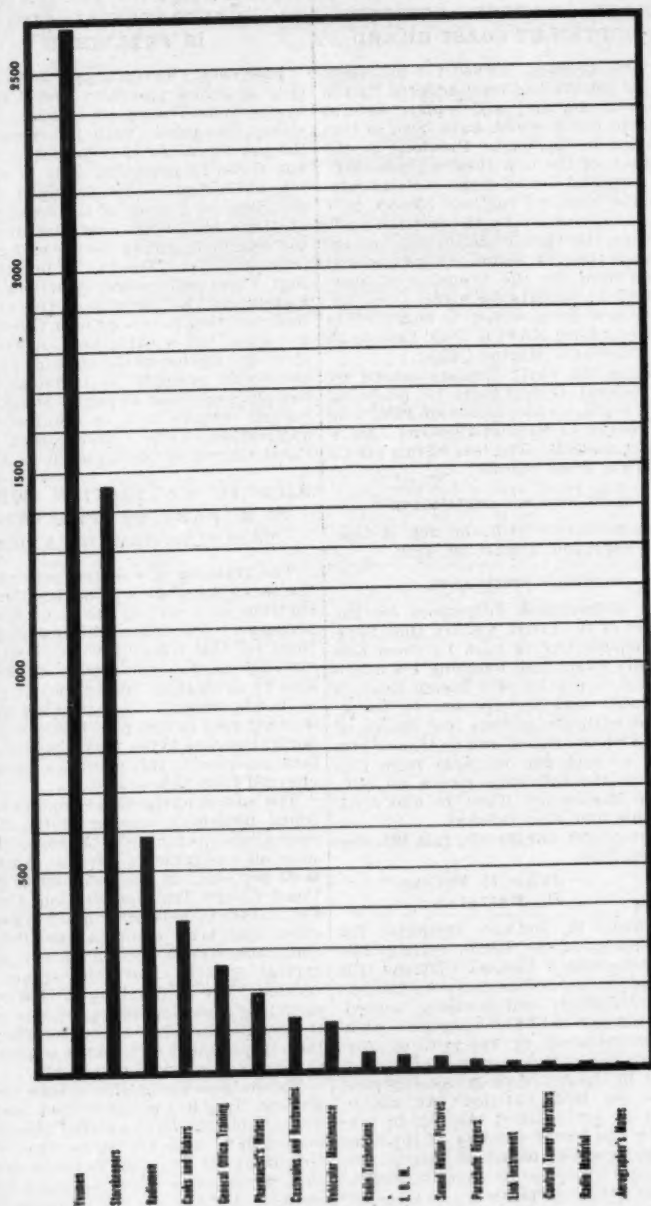
HARRY S. TRUMAN

THE WHITE HOUSE,

December 28, 1945.

Recent activities in the port security field include the appointment of Lt. Comdr. Théodore R. Morgan, USCGR, as captain of the port for the island of Oahu, and Lt. (jg) George F. Ingalls, USCGR, as captain of the port for the islands of Kauai and Niihau, all in the Hawaiian Islands; and Lt. Comdr. G. A. Downing, USCGR, as captain of the port of San Juan, P. R.

TRAINING OF ENLISTED SPARS



NEW LICENSE FORM FOR MERCHANT MARINE OFFICERS ADOPTED BY COAST GUARD

A new form of license for merchant marine officers has been adopted by the Coast Guard, and will replace several separate forms which have been in current use in the past. Previous to the adoption of the new license form there was a special form for the various categories of deck and engineer officers, now made unnecessary by the provision for inserting the "grade" in an appropriate space on the new form. This form will not be used for the licensing of operators of motorboats for hire.

The new form which is engraved is known as form NAVCG 2849, License to U. S. Merchant Marine Officer.

Among the early licenses issued by the Federal Government to pilots of steam boats, under the act of 1852, was that issued to Samuel Clemens (Mark Twain), in 1859. The text of this pilot's certificate is as follows:

MARK TWAIN'S CERTIFICATE

In accordance with the act of Congress, approved August 30, 1852.

PILOT'S CERTIFICATE

The undersigned, Inspectors for the District of St. Louis, Certify that Samuel Clemens having been by them this day duly examined, touching his qualifications as a Pilot of a Steam Boat, is a suitable and safe person to be intrusted with the powers and duties of Pilot of Steam Boats, and do license him to act as such for one year from this date, on the following rivers, to wit: On the Mississippi River to and from St. Louis and New Orleans.

Given under our hands, this 9th day of April 1859.

JAMES H. McCORD.
H. SINGLETON.

I, James H. McCord, Inspector for the District of St. Louis, certify that the above-named Samuel Clemens this day, before me, solemnly swore that he would faithfully and honestly, according to his best skill and judgment, without concealment or reservation, perform all the duties required of him as a Pilot, by the Act of Congress, approved August 30, 1852, entitled "An act to amend an act entitled 'An act to provide for the better security of the lives of passengers on board of vessels propelled, in whole or in part by steam,' and for other purposes."

Given under my hand, this 9th day of April 1859.

JAMES H. McCORD.

PAMPHLET ON ELECTRONIC NAVIGATIONAL AIDS IS PUBLISHED

Electronic Navigational Aids is the title of a new pamphlet just published by the Coast Guard, as a means of providing the public with information on the practicability of using loran, radar, and racon as peacetime aids to air and sea navigation. The pamphlet briefly sketches the history of the development of these electronic aids and describes the establishment of networks for war-time purposes. The fact is brought out that these aids were established and maintained by the Coast Guard, and their relation to other Coast Guard aids to navigation is explained. A nontechnical description of the working of these electronic systems is included. The pamphlet contains 48 pages, and is illustrated. Copies may be obtained upon application to the Commandant, U. S. Coast Guard, Washington 25, D. C.

AIDS TO NAVIGATION SCHOOL IS A PART OF PEACETIME TRAINING ORGANIZATION

The training of enlisted personnel in the servicing of aids to navigation is to continue as a part of the Coast Guard's permanent peacetime training program. Need for this training was brought out strongly at the conference of district aids to navigation officers recently held at headquarters. The training of additional men in this field is specially important now as many reservists who had been assigned to this work are being discharged from the service.

The aids to navigation school has been found necessary because of the highly specialized nature of the work which men on assignments of this character must perform. It was established at the Coast Guard Training Station, Groton, Conn., late in 1944 after much time and effort had been spent in assembling a comprehensive collection of equipment typical of that used throughout the service. The availability of this equipment for teaching purposes has made it possible to offer a course which is largely practical and which consists of many hours of shop experience.

The aids to navigation school opened its first class in December 1944, and additional classes have entered the school at regular intervals since that time. Originally set up as an 18 weeks course, this period was later increased to 21 weeks. A total of 149 students have already been trained at the school. New classes will enter the school on 4 February and 25 March 1946, and each will

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In accordance with the Act of Congress, approved Aug. 30, 1852.

No.



PILOT'S CERTIFICATE.

The undersigned, Inspector for the District of St. Louis, certify that ~~Samuel S. Clemens~~ having been by them this day duly examined, touching his qualifications as a Pilot of a Steam Boat, is a suitable and safe person to be intrusted with the power and duties of Pilot of Steam Boats, and do license him to act as such for one year from this date, on the following river, to wit: *the Mississippi River* to and from St. Louis and New Orleans. Given under our hands, this 9th day of April 1859

James H. McKee
No. 1000

I, James H. McKee, Inspector for the District of St. Louis, certify that the above named *Samuel S. Clemens* this day, before me, solemnly swore that he would faithfully and honestly, according to his best skill and judgment, without concealment or reservation, perform all the duties required of him as a Pilot, by the Act of Congress, approved August 30, 1852, entitled "An act to amend an act entitled 'An act to provide for the better security of the lives of passengers on board of vessels propelled in whole or in part by steam,' and for other purposes."

Given under my hand, this 9th day of April 1859

James H. McKee

Printed by W. H. Smith.

See Notice to Mariners for Regulations.

Pilots certificate issued to Mark Twain in 1859.

consist of approximately 25 men, representing all the Coast Guard districts in continental United States. Upon completion of training, the trainees will report to their respective DCGO's for assignment to duty as key men or instructors or as headquarters may direct.

Since it is impossible to train all personnel who in the future will be assigned to this type of duty, only men of high caliber who meet the following requirements are selected as trainees:

nals, radiobeacons, lighthouses and associated operating equipment.

Subjects covered in the course provide a better understanding of the installation, operation and up-keep of both old and new aids to navigation equipment.

One week of first aid is devoted to the emergency treatment and care of injuries and sickness.

One week covers the practical application of mathematics and physics as might be encountered in the service.



Rated first class or chief petty officers.

Rated MM, MoMM, EM or other ratings if qualified by virtue of mechanical ability or experience.

Signify a desire to do this type of work and be satisfied with the probable future duty locations.

Should be a mature type of individual.

If possible, selections should be confined to members of the Regular USCG or those who signify a desire to remain in the service.

The aids to navigation course is a 21 week, 735 hours course devoted to a practical study of lighted aids, fog sig-

Two weeks of signalling covers the use of signal flags, flag hoists, blinker, and operating procedure.

Three weeks of motor machinist work covers the use of hand tools, study of various types of screw and pipe threads, valves, joints, etc.; welding, brazing, and acetylene torch cutting; gasoline engines, diesel engines, compressors, carburetion, ignition, cooling, fuels, adjustment up-keep and replacement of parts.

Three weeks of electrical theory includes alternating and direct current motors and generators, circuits, switching arrangements, magnetic switches and relays, timing equipment, lamp-changers, insulators, fuses, batteries,

battery charging equipment, installation, wiring, care, and maintenance.

Four weeks of minor lights are divided into two 2-week periods during which each class is divided in half and alternately cover gas and electrical equipment. The 2 weeks devoted to gas equipment cover the use of acetylene accumulators, piping, fittings, flashers, lanterns, sunvalves, and installation, adjustment, and replacement of parts. Two weeks devoted to electrical aids include lanterns, lamp lenses, flashers, lampchangers, relays, range lights, batteries, sun relays, focussing, installation, maintenance, and repairs.

One week is devoted to the theory of operation of all classes of radiobeacon equipment including service testing and minor repairs.

In 4 weeks of lighthouse duty students are familiarized with the operation, maintenance, and up-keep of a typical lighthouse installation. Regular watches are stood by each man during which he is required to keep a complete log and any other necessary records. All equipment is actually operated under simulated clear, fog, haze, and calibration conditions. Students must familiarize themselves with the aids to navigation operation bill and all duties necessary for the proper operation of a light station including procurement of materials, repairs, records, reports, safety precautions, and all other details pertinent to the proper operation of a light station.

The final 2 weeks are devoted to seamanship and buoyage, familiarizing the student with work necessary to the proper handling of buoyage and operation as carried on by a buoy boat. This subject also includes power boats, pulling boats, life preservers, and rope work.

During the last 6 weeks of the course students visit lighthouses (New London Ledge and North Dumpling) and make trips on tenders to observe buoy-handling operations.

Complete light station watches are stood by students during which signals are operated in accordance with various weather conditions. Regular station logs are kept. Instruction is given on general operation and station up-keep, and in the ordering of material, and making reports and inventories.

A short course in practical mathematics and physics is given to aid students in better understanding problems which will be given in later courses. First-aid and signaling are taught for the purpose of qualifying all aids to navigation personnel to act in case of an emergency.

Subject matter used in the school is based on authoritative operational and engineering manuals published by headquarters. These include:

The Significance of Aids to Marine Navigation.

Engineering Instructions, Buoys, Chapter 30.

Engineering Instructions, Lighted Aids, Chapter 31.

Engineering Instructions, Fog Signals, Chapter 33.

Engineering Instructions, Marine Radiobeacons, Chapter 41.

Engineering Instructions, Radiobeacon Station Operation and Maintenance.

Operation and maintenance manuals furnished by manufacturers.

Aids to navigation operation bill.

Text and instruction material furnished by various manufacturers of aids to navigation apparatus.

Subject	Weeks	Hours	Hours, classroom	Hours, practical	Equipment used
First aid	1	35	35		
Math. and Physics	1	35	35		
Signaling	2	70	20	50	Motion picture, all types of signal equipment.
Motor machinist	3	105	35	70	Gas and Diesel engines, mechanic tools.
Electricity	3	105	105		Motion pictures—motors and other electrical parts.
Minor lights	4	140	40	100	All types of lanterns, batteries, acetylene gas, flasher, lampchangers.
Radiobeacon	1	35	35		Radiobeacon equipment.
Lighthouse	4	140	20	120	R/B equipment, generators compressors.
Sea buoyage	2	70	15	55	Buoy boat, buoyage, moorings, hoisting equipment, blocks, etc.
Total	21	735	340	395	

The school equipment is quite complete, including modern and older equipment now used in the service. Over 15,000 square feet of floor space has been provided for this equipment. Two engine rooms including generators, compressors, batteries, air tanks, and fog signals have been installed, one of which typifies the average lighthouse today and the other typifies the most up-to-date lighthouse. Major lighting equipment including fixed, revolving, flashing, and range light apparatus for both electrical and incandescent oil vapor units has been installed. A complete class A, B, and C radiobeacon and radio telephone installation has been provided. The various units or any combination or units can be placed in operation in such a manner as to simulate actual field conditions.

Electrical and acetylene minor light classrooms have been equipped with the various types of units used in connection with buoys and beacons. A standard buoy boat and dock facilities have been provided for the planting, relieving, and maintenance of small buoys. Pulling boats and power boats usually furnished to off-shore stations are provided for training.

There are two complete light stations in operation for onstation training purposes, identified as stations 1 and 2. Station No. 1 consists of:

- Two 25 kw. Diesel driven generators.
- Two 10 kw. Diesel driven generators.
- Two 230 cubic foot air cooled compressors.
- Two 125 cubic foot air receivers.
- Two F2T diaphone fog signals.
- One 110 volt battery bank.
- One recording clock.
- A type A and B radiobeacon stations.
- A fourth order fixed lens with flashing lamp, power relay, and alarm circuit.
- The 10 kw. generators are operated by remote-control from the radiobeacon station.
- Diaphones are operated from the radiobeacon station.

Station No. 2 consists of an engine room with the following:

- Two 2 kw. generators—110 volt battery bank, the charging of which is controlled automatically by ES-DC control units.

- One panel board.
- One gasoline driven air compressor.
- One 95 cubic foot air receiver.
- One type AE-200-L tyfon horn.
- One type No. 6 BF air horn.
- One type A Crosby automatic fog signal operating unit (in duplicate).
- One recording clock.
- A type C radiobeacon station.
- A fifth order fixed lens with flashing lamp, power relay, and alarm circuit.
- Air horns are operated by either the class C radiobeacon or type A Crosby.

COAST GUARD SUPERVISES THE LOADING OF 15 MILLION TONS OF EXPLOSIVES

Nearly 15 million tons of explosives have been loaded or unloaded in ports of the United States under supervision of Coast Guard explosives handling details between 1 January 1940 and 15 August 1945. This vast amount of explosives was handled with no catastrophe and with no serious accidents.

The following tables show the tonnages of explosives and ammunition handled and stowed as cargo on board vessels. The figures shown include only explosives and ammunition that were handled under supervision of the Coast Guard, in ports of the continental United States.

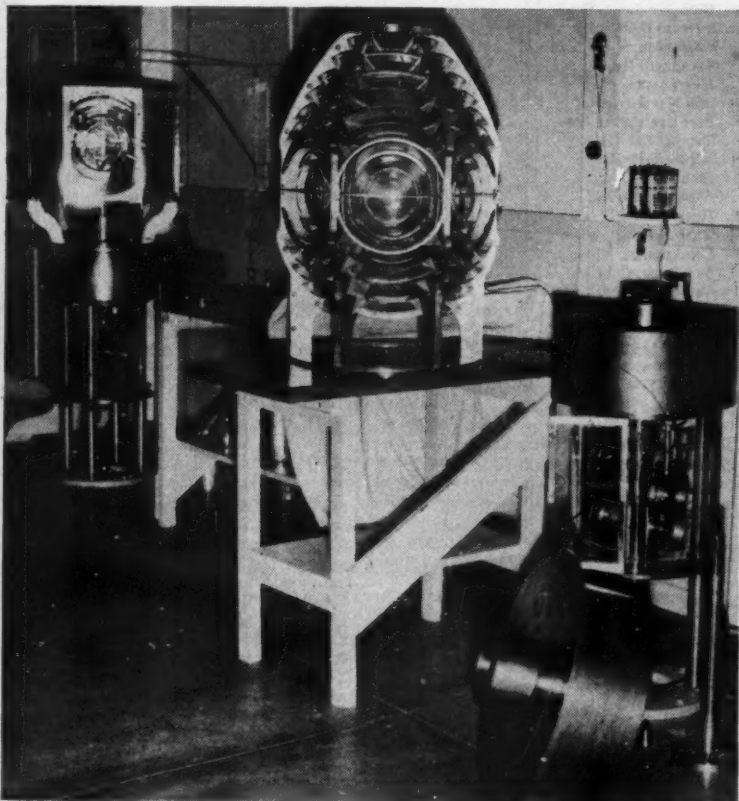
This record of Coast Guard supervisory functions covers the number of ocean vessels loaded for out-bound voyages, the number of ocean vessels arriving in port with returning shipments of ammunition, the number of barges loaded and unloaded, and the tonnages involved under each category of vessel.

The total tonnage figures do not account for all explosives or ammunition transported as cargo by vessels during the war. The Army shipped ammunition from ports of embarkation facilities that were not designated as explosives-loading facilities and such shipments were not supervised by the Coast Guard. The Navy shipped some ammunition from facilities operated by the Bureau of Ordnance in both merchant and naval vessels without Coast Guard supervision. Combatant vessels of the Navy normally receive ammunition allowances direct from naval ammunition depots and such tonnages are not included in these figures. The tonnage of ammunition delivered to or re-

moved from defensively armed merchant vessels is not included in these figures, although much of this handling was supervised by Coast Guard personnel as a function of its port security program.

In October of 1944 Coast Guard personnel were assigned to the Commandant, Fourteenth Naval District, to supervise both the loading and unloading of explosives and ammunition at Pearl Harbor on the Island of Oahu. Subsequently this detail was enlarged and its activities were extended to forward bases at Guam, Tinian, Saipan,

and other Pacific area locations under ComServPac. No figures of the tonnages of explosives or ammunition supervised by these Pacific details are included. In June 1945, Coast Guard details were assigned for duty under Commander, European Theater of Operations and Commander, Mediterranean Theater of Operations to supervise the outloading of ammunition at the following ports: Antwerp, Belgium; Le Havre, Cherbourg, and Marseilles, France; Barry and Cardiff, Wales; and Naples, Leghorn, Bari, and Brindisi, Italy. No figures of the tonnages supervised by these details are included in this report.



Lighting apparatus used for instruction at Aids to Navigation School.

SUMMARY BY CAPTAIN OF THE PORT AREAS

	Ocean vessels loaded	Tonnage	Ocean vessels un- loaded	Tonnage	Barges loaded	Tonnage	Barges un- loaded	Tonnage
First Naval District:								
Searsport, Maine.....	71	431,270.00	14	103,398.00	0	0	1	659.00
Boston, Mass.....	298	491,762.00	14	5,398.00	4	91.00	0	0
Providence, R. I.....	2	131.00	0	0	0	0	0	0
Third Naval District:								
New York, N. Y.....	2,730	3,494,270.00	232	188,762.00	2,535	760,822.00	250	90,330.00
Fourth Naval District:								
Philadelphia, Pa.....	633	1,515,865.60	8	39,441.24	1,136	114,950.68	0	0
Fifth Naval District:								
Baltimore, Md.....	456	1,220,282.00	44	38,366.00	1	10.00	3	85.00
Hampton Roads, Va.....	890	1,561,442.96	108	79,698.52	0	0	0	0
Sixth Naval District:								
Charleston, S. C.....	154	458,870.00	30	121,751.00	0	0	0	0
Savannah, Ga.....	93	170,685.00	0	0	0	0	0	0
Jacksonville, Fla.....	56	87,234.00	0	0	0	0	0	0
Seventh Naval District:								
Port Everglades, Fla.....	25	2,774.20	0	0	0	0	0	0
Tampa, Fla.....	118	15,495.72	0	0	12	135.30	0	0
Eighth Naval District:								
Mobile, Ala.....	96	47,518.00	2	72.00	0	0	1	12.00
New Orleans, La.....	980	497,549.29	51	3,942.22	211	14,783.05	6	3,505.14
Houston, Tex.....	28	166,706.00	1	1,312.19	0	0	1	1,001.00
Eleventh Naval District:								
Los Angeles, Calif.....	322	368,026.00	39	29,246.00	0	0	0	0
San Diego, Calif.....	60	9,757.75	0	0	0	0	0	0
Twelfth Naval District:								
San Francisco Calif.....	1,260	1,450,875.00	78	28,919.00	430	49,533.00	13	1,423.00
Thirteenth Naval District:								
Portland, Oreg.....	77	275,194.27	4	9,539.80	1	1,400.00	0	0
Grays Harbor, Wash.....	10	60,389.20	1	5,055.57	0	0	0	0
Seattle, Wash.....	117	49,363.87	28	37,475.35	98	7,466.52	0	0
Tacoma, Wash.....	6	9,384.33	0	0	3	134.20	0	0
Everett, Wash.....	232	473,520.87	48	11,978.00	0	0	0	0
Prince Rupert, British Columbia*	119	2100,893.00	123	31,431.00	0	0	0	0
Total.....	8,753	12,959,250.06	725	735,785.89	4,431	949,325.81	275	97,015.14

¹ Estimated.

² Figures taken from reports of Chief of Transportation—ASF.

*Prince Rupert, British Columbia, was a U. S. Army Cargo Subport of Embarkation, the Coast Guard supervisory detail being under the cognizance of DCGO, 17ND.

EXPLOSIVES HANDLING SUPERVISED BY THE COAST GUARD, 1940-45

[Explosives and ammunition handled and stowed as cargo on board vessels, including return shipments from theaters of war unloaded from vessels, under Coast Guard supervision for the period 1 January 1940 to 15 August 1945. Includes Army, Navy, Lease-Lend, and Commercial Shipments. Ton=2,000 lbs.]

TABLE No. 1—Summary by years

	Ocean vessels loaded	Tonnage	Ocean vessels un- loaded	Tonnage	Barges loaded	Tonnage	Barges un- loaded	Tonnage
1940.....	115	18,944.00	0	0	150	14,336.44	0	0
1941.....	326	71,208.70	2	253.00	459	45,352.34	0	0
1942.....	1,458	856,432.79	30	189.22	1,554	308,788.05	4	21.14
1943.....	2,350	2,239,133.13	113	39,914.00	1,140	316,868.88	62	24,981.00
1944.....	2,940	6,024,145.57	325	191,548.05	734	181,448.43	112	24,225.00
1945 (To 15 August).....	1,564	3,749,385.87	246	503,880.96	394	82,530.77	97	47,788.00
Total.....	8,753	12,950,250.06	725	735,785.89	4,431	949,325.81	275	97,015.14

TOTALS		
	8,753 OVL	Tons 12,950,250.06
	725 OVUNL	735,785.89
	4,431 BL	949,325.81
	275 BUL	97,015.14
Grand total.....	14,184 vessels	14,741,376.90

TENTATIVE TRAINING PROGRAM
FOR THE COAST GUARD AUX-
ILIARY IS ANNOUNCED

The outlines of a training program for the Coast Guard Auxiliary, to be followed pending the development of courses by the Coast Guard Institute, have been announced by the Auxiliary Division at headquarters. The Coast Guard Institute, at Groton, Conn., and personnel at headquarters are developing a system of training for the Auxiliary with a view to adopting basic training courses which will be applicable throughout the country, and cover the standards of educational attainment required for the various grades.

Until such time as the new training courses are completed, the Outline of Instruction, dated 1 October 1945, is to be used as a general guide in assigning grades to the present members. This outline may be modified to suit local conditions. It is recommended that grades be assigned by the District Board or by a committee formed for that purpose, using the outline as a guide and basing the awarding of the grades on the records of the individuals, the training they have had, their experience, etc.

It is expected that the new training courses now being prepared will consist of material covering various subjects prepared at the institute for use either in correspondence courses or in the lecture room by instructors. Included will be final examinations administered to groups under the supervision of the training officers, with final correction of the examinations being done by the institute which will issue a certificate showing satisfactory completion of the course. Such a training program will have primary application to new members and will not necessarily be applicable to the present members who during the war years completed exhaustive courses of training.

ELECTRICALLY LIGHTED NAVI-
GATIONAL AIDS HAVE BEEN
IN USE FOR 58 YEARS

The use of electricity as an illuminant for aids to marine navigation goes back 58 years, electricity being adopted for this purpose 9 years after the first incandescent light was produced by Thomas A. Edison.

The first regular use of electricity on navigational aids was for the lighting of

a series of buoys marking the Gedney Channel into New York Harbor. These electrically lighted buoys were established in 1888 and although they were not successful, were continued in use until 1903.

The first lighthouse fitted with an electric light was the Sandy Hook Beacon, at Sandy Hook, N. J. On August 16, 1889, an electric light was installed, deriving its power from the nearby generating plant used in operating the Gedney Channel buoys.

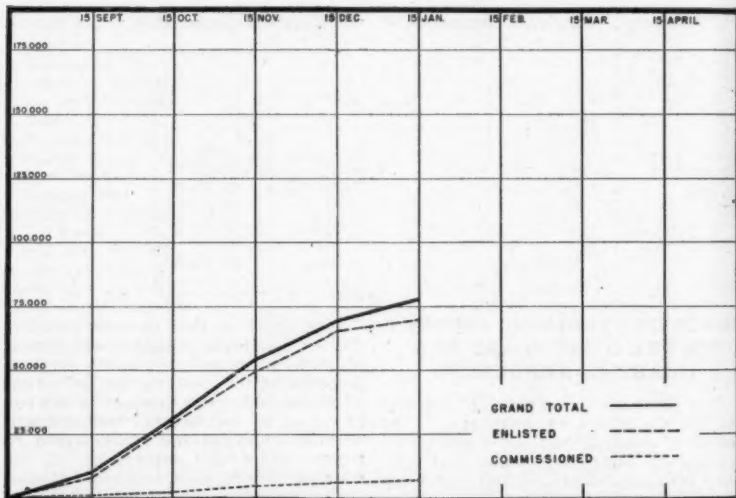
The first lightship to have an electric masthead light was Lightship No. 51

then occupying the Cornfield Point Station in Long Island Sound, which was so fitted in 1892. The first Pacific coast lightship to have an electric light appears to have been No. 67 which went on Umatilla Station with electric lights September 9, 1897.

At the end of 1945 the Coast Guard maintained a total of approximately 12,600 lighted aids to marine navigation. Of these slightly less than 7,600 were electrically lighted; thus 60 per cent of all lighted aids are electric.

Electric lights..... 6,600
Electrically lighted buoys..... 903

COAST GUARD PERSONNEL DEMOBILIZED



MEDALS AND DECORATIONS AWARDED COAST GUARD PERSONNEL

The following personnel of the United States Coast Guard have been awarded medals and decorations since the beginning of World War II. This list is arranged in accordance with the names of the decorations or awards. The list does not include good-conduct medals, marksmanship awards, commendation medals, area campaign ribbons, or awards of the Purple Heart. The Coast Guard Bulletin of January 1946 contained this same information arranged alphabetically according to the names of the recipients. Awards not published herein will be published at a later date.

Congressional Medal of Honor

Munro, Douglas A., SM1c.

Navy Cross

Clark, Paul Leaman, F1c.
Evans, Raymond J., CSM.
Gill, Warren C., Lieutenant (jg) (R).
Hirshfield, James A., Captain.
Jester, Maurice D., Commander.
Walsh, Quentin R., Commander.

Distinguished Service Medal

Smith, Edward H., Rear Admiral.

Legion of Merit

Banner, Roger H., Lieutenant.
Bartlett, David H., Commander.
Berdine, Harold S., Commander.
Bernard Philip E., CBM.
Burns, Ralph, Lieutenant.

Butcher, Reginald W., Lieutenant Commander.

Cullen, John C., BM2c.

Curry, Ralph R., Commander.

Donohue, Robert, Rear Admiral.

Duckworth, Clifton M., CCM.

Durgin, Willard L., MoMM1c (R).

Farley, Joseph F., Rear Admiral.

Feldman, Herbert, Lieutenant Commander (R).

French, Reginald H., Commander.

Fritzche, Edward H., Captain.

Gill, Warren C., Lieutenant (jg) (R).

Goleniecki, John V., BM1c.

Graves, Garrett V. A., Commander.

Hall, Norman B., Commodore.

Hall, Rae B., Captain.

Harwood, Charles W., Captain.

Helmer, Roger C., Captain.

Higbee, Frank D., Captain.

Houston, Lewis C., Lieutenant.

Imlay, Miles Hopkins, Captain.

Kirstine, Lance J., Lieutenant Commander.

Levy, Harold, CPhM (R).

Mauerman, Raymond J., Captain.

McCabe, F. M., Lieutenant Commander.

McCormick, Nelson C., Lieutenant Commander.

Munter, William H., Captain.

Muzzy, James S., Lieutenant Commander.

Nelson, Norman M., Commander.

O'Neill, Merlin, Captain.

Peterson, Carl Uno, Lieutenant Commander.

Pillard, Arthur E., CBM.

Pollard, Francis C., Lieutenant Commander.

Ryssy, John W., Commander.

Schlesinger, Rudolph T., CPhM (R).

Spencer, Lyndon, Rear Admiral.

Stanley, John Theodore, Lieutenant Commander.

Stelmasczyk, Benjamin, CRE.

Synon, George D., Lieutenant Commander.

Thomas, Charles W., Captain.

Thompson, Edward C., Jr., Lieutenant Commander.

Thomsen, Nells P., Lieutenant.

von Paulsen, Carl C., Captain.

Wilcox, Robert, Lieutenant Commander.

Yaccarino, Joseph, Jr., PhM1c (R).

GOLD STAR IN LIEU OF SECOND LEGION OF MERIT

Fritzche, Edward H., Captain.

Helmer, Roger C., Captain.

Imlay, Miles Hopkins, Captain.

Mauerman, Raymond J., Captain.

Silver Star Medal

Allison, Samuel W., Lieutenant (R).

Anderson, Alvin Kenneth, BM2c.

Arnold, Arthur A., BM2c (R).

Brallier, Bret H., Commander.

Burke, Rayner C., CQM.

Cantillon, Matthew P., Lieutenant (jg) (R).

Cowart, Kenneth K., Commander.

Dannison, Byron G., CBM.

Denman, Douglas C., Cox.

Dexter, Dwight Hodge, Commander.

Elmer, Robert E. P., Jr., Lieutenant (jg) (R).

Emerson, Robert E., Lieutenant (jg).

Galloway, Grady Ransom, Lieutenant (R).

Gifford, Harry C., Lieutenant Commander.

Gislason, Gene R., Lieutenant (R).

Gunther, Alvin F., CMM.

Hagglove, Jonas Torgny, Lieutenant Commander.

Hainrihar, Anton J., CWT.

Harris, Glen Livingston, Surf.

Harrison, Benjamin F., Mach.

Hendley, Coit T., Lieutenant (jg) (R).

Hoyle, Robert, Lieutenant (jg).

Hunt, James S., Commander (R).

Hutchinson, George F., Lieutenant (jg) (R).

Imlay, Miles Hopkins, Captain.

Jennings, Damon, CMM.

Lawrence, William G., CBM (R).

LeGates, Walter L., CWT.

Lilly, C. B., BM2c (R).

Long, Wilson K., Lieutenant (jg) (R).

Mann, Frederick D., BM1c.

Miller, Harold C., BM2c.

Miller, Jack Neil, BM2c.

Murphy, William E., Ensign.

Nirschel, Fred W., Lieutenant Commander (R).

Oxley, Gene E., S1c (R).

Palmer, Walter L., S1c (R).

Peterson, Clarence H., Captain.

Salmon, Robert M., Lieutenant (R).

Scalan, Bernard Edward, Lieutenant Commander.

Scheuerman, John C., S1c (R).

Snyder, Richard T., BM1c.

Sparling, William A., BM2c.

String, John F., Jr., Lieutenant (R).

Tarr, Daniel J., Surf.

Thompson, Edward C., Jr., Lieutenant Commander.

Trump, William F., MoMM1c (R).

Unger, Aden C., Commander.

Vyn, Arend, Jr., Lieutenant (jg) (R).

Ward, Robert G., S1c (R).

Distinguished Flying Cross

Bottoms, Benjamin A., RM1c.

Burke, Richard L., Commander.

Pritchard, John A., Jr., Lieutenant.

Navy and Marine Corps Medal

Anderson, Carlton F., CMoMM.

Anderson, Langford, Lieutenant (R).

Anderson, Robert W., Ensign (R).

- Anderson, Rowland R., S2c (R).
 Arbuckle, Robert W., S2c (R).
 Arrighi, Richard A., Ensign (R).
 Backer, Arthur E., BM1c.
 Banks, George I., SC2c.
 Barber, Carter, Sp(PR)1c (R).
 Barrett, John A., S2c (R).
 Bennett, Warren, CMM.
 Betz, George C., MoMM2c (R).
 Betz, George E., S1c (R).
 Billos, Harry P., EM2c.
 Bloomfield, John E., S1c.
 Boyette, James, S1c.
 Bradshaw, Odell I., MoMM3c (R).
 Braswell, Wheeler M., Ensign.
 Brien, Clyde T., S1c (R).
 Burke, William E., S1c (R).
 Burkhard, Arthur H., Cox.
 Buxton, Henry L., Sp(F)1c (R).
 Campbell, Leonard W., CBM.
 Cantwell, John F., F1c (R).
 Cariens, Richard J., MoMM1c (R).
 Carrozza, Alfonso D., Y2c.
 Carter, Sydney G., Lieutenant (jg) (R).
 Chastain, Waldron B., SC3c (R).
 Cheever, William A., CBM.
 Choina, Leroy A., S2c (R).
 Church, Harry M., S1c.
 Clark, David C., SoM2c (R).
 Collins, John Francis, MoMM1c.
 Cone, Burtis P., Lieutenant.
 Coultas, William F., Cox.
 Cramer, Louis Jay, CBM.
 Cunningham, Frank M., SoM2c.
 Dale, Carlos Kenny, Lieutenant (R).
 Dame, James R., Ensign.
 Damewood, Vernon W., BM1c (R).
 David, Charles W., Jr., StM1c.
 DeJarnette, Harold M., BM2c (R).
 Del Pra, A. E., Lieutenant Commander.
 Deyampert, Warren T., St2c.
 Dichiaro, Robert M., S1c (R).
 DiLorenzo, Edmond, S2c (R).
 Doak, Gaylen E., F1c.
 Dodd, Neal D., SoM3c.
 Dudley, Ralph L., Cox.
 Dunne, Robert J., EM3c (R).
 Eaton, Philip B., Rear Admiral.
 Eversfield, William, S1c.
 Farrar, Mirl J., Jr., Cox. (R).
 Ford, James, Lieutenant (R).
 Freeman, James Stewart, Lieutenant.
 Friel, John J., Jr., Ensign (R).
 Friend, Charles, MoMM1c (R).
 Fuller, Bert P., RM3c (R).
 Fuller, Richard L., Ensign.
 Gardner, John N., AS (R).
 Gehlert, Gustave A., Jr., F2c (R).
 Gouker, Roy E., Lieutenant (jg) (R).
 Gould, James R., AS (R).
 Gray, William T., Lieutenant (jg).
 Greene, Eugene C., S1c (R).
 Gross, Robert H., Cox.
 Hammette, Harrell E., RM3c (R).
 Hammond, Joseph F., S2c.
 Hannigan, John F., BM2c.
 Harland, George John, SoM3c (R).
 Harris, Elmer, GM1c.
 Harrison, John P., Cox. (R).
 Hendrix, John T., EM.
 Herrmann, Harry E., S1c (R).
 Hill, Walter, S1c (R).
 Hutchins, Roy M., Lieutenant.
 Irwin, Patrick B., Ensign.
 Ivy, Charles B., MoMM1c.
 Jason, Edward Lloyd, S2c (R).
 Johnson, John M., Lieutenant (jg).
 Jordon, Jack S., S1c (R).
 Kallas, Peter, MoMM1c.
 Kashinkas, Jerome F., MoMM1c.
 Klein, Jacob, Jr., S1c (R).
 Korowicki, Stanley J., S1c (R).
 Kramm, Herman H., GM3c (R).
 Kupac, Wendel J., SSM3c (R).
 Kurta, Stanley B., Lieutenant (jg) (R).
 Larsen, Howard R., S1c (R).
 Lawless, John D., WT2c.
 Lee, James, S1c.
 Lewandowski, Edward Paul, RdM3c (R).
 Lewis, Edwin Leonard, Cox.
 Livingston, John C., S1c (R).
 Lofton, John Hale, S1c (R).
 Logar, Henry J., QM2c.
 Longmire, James C., GM3c.
 Lysaght, Marshall, CBM (R).
 MacLane, Gordon H., Lieutenant.
 Martin, Henry, Jr., S1c (R).
 Massman, John D., Cox. (R).
 McGrath, Charles J., SoM2c.
 McManus, Edward Joseph, RM3c (R).
 McMillan, William M., BM1c.
 McMullen, Roderick Peter, F1c (R).
 McPhail, Richard V., Lieutenant (jg) (R).
 Meeberg, Urho I., CM2c.
 Meeker, Rex G., F1c.
 Miller, Billy L., F1c (R).
 Miller, Harvey J., Lieutenant (jg).
 Mitchell, William G., SK1c (R).
 Moschetti, George S., MoMM1c (R).
 Mueller, William H., BM1c (R).
 Murray, Glen C., S1c (R).
 Nelson, Roy C., MoMM1c.
 Nickerson, Arthur, CM1c (R).
 Noack, Roland H., Jr., S1c (R).
 North, James B., BM2c.
 O'Hayre, Robert J., Lieutenant (jg) (R).
 Olson, Bjarne Olai, RdM3c (R).
 Pain, Rodney H. H., Lieutenant (jg) (R).
 Patterson, John E., Cox. (R).
 Payne, Ernest W., Lieutenant.
 Petrenki, John, Jr., CMoMM (R).
 Petronick, Theodore G., S1c (R).
 Pfeiffer, Arthur, Lieutenant.
 Pfister, Arthur F., Lieutenant Commander (R).
 Pollard, Francis C., Lieutenant Commander.
 Prause, Robert H., Lieutenant.

Prichard, George W., Cox.
 Pritchard, John A., Jr., Lieutenant.
 Putske, Stanley G., RM2c.
 Racanelli, Vito N., SoM2c (R).
 Ragan, Oran D., BM2c.
 Rediger, Jack N., S1c (R).
 Rednour, Forrest O., SC2c.
 Riskedahl, Wayne A., MoMM1c (R).
 Rodgers, Charles D., Sp1c (R).
 Ruding, Walter G., Flc (R).
 Ruff, James O., RM3c (R).
 Sagas, Robert, S1c (R).
 Sanders, Carver G., BM2c (R).
 Seamon, Max T., S1c (R).
 Seamon, William E., MoMM3c (R).
 Shank, Harold E., GM2c (R).
 Smith, Richard Robert, Lieutenant
 Commander.
 Smith, Wilbur Reece, Ensign (R).
 Smith, William Epp, S1c (R).
 Speck, Russel M., Cox.
 Stetkar, Emil, BM1c.
 Stuiinen, Wesley M., BM2c.
 Sweeney, William F., GM3c.
 Swierc, Michael J., MoMM2c.
 Terrien, Ross H., AMM1c.
 Tezanos, Joseph, GM2c.
 Thomas, Horace Leslie, CEM (R).
 Tiller, Jennings R., S2c (R).
 Tillett, Forrest D., Cox.
 Vandeleur, John S., Jr., SM3c.
 Vanderscoff, Charles R., EM2c (R).
 Vann, George D., S1c (R).
 Vile, Robert G., Flc (R).
 Walsh, Quentin R., Commander.
 Ward, Thomas W., CBM.
 West, Milton O., Jr., S1c.
 Wiegand, Charles E., BM1c.
 Williams, Fred William, Jr., S2c (R).
 Wolf, George M., MoMM2c (R).
 Young, J. E., QM2c.
 Youngren, Richard E., Lieutenant (Jg)
 (R).

Bronze Star Medal

Alexander, Robert J., Commander.
 Allen, Nelson W., SM2c (R).
 Anderson, Malcolm M., RM3c (R).
 Anderson, Robert P., Commander.
 Arnhart, Alvis D., Ensign (R).
 Beezer, Earl F., Jr., BM1c.
 Bender, John L., Lieutenant (R).
 Bennett, David E., S1c (R).
 Benson, Clifford Leonard, Lieutenant
 (Jg) (R).
 Berg, Martin D., Lieutenant Commander
 (R).
 Bohm, Charles Henry, BM1c.
 Cass, William F., Lieutenant Com-
 mander.
 Claiborne, Charles B., Lieutenant (R).
 Coburn, Winston T., SoM3c (R).
 Cole, Vernon, S1c (R).
 Collins, Garland W., Commander.
 Connor, Thomas H., MoMM1c (R).
 Conti, Edward F., Cox. (R).

Davis, Alan W., Cox.
 DeJoy, Anthony J., Commander.
 Doebler, Harold J., Commander.
 Edge, R. R., Lieutenant (R).
 Enbody, David B., Lieutenant (R).
 Farrar, Arthur, Lieutenant (Jg) (R).
 Flanagan, Thomas R., Lieutenant (Jg)
 (R).
 Fortier, Gerald A., CBM.
 Freeman, Frank W., MoMM2c.
 Frost, Edwin R., Lieutenant (Jg) (R).
 Fulford, Nathaniel S., Commander.
 Garner, David, RM1c (R).
 Gilleran, Clarence J., Lieutenant.
 Giltner, William F., Cox. (R).
 Goldman, Robert, PhM2c (R).
 Gordon, William Hyatt, Surgeon,
 USPHS.
 Griffith, Robert L., Lieutenant Com-
 mander, USPHS.
 Guzik, Raymond R., MoMM2c.
 Hagen, Paul E., BM2c (R).
 Hardin, Truman, Lieutenant (Jg) (R).
 Hewins, John S., Lieutenant (Jg) (R).
 Hildtich, Frank D., Lieutenant.
 Howard, Sam Francis, BM2c (R).
 Joseph, John M., Lieutenant.
 Kellam, John H., Ensign (R).
 Kelley, Thomas N., Lieutenant Com-
 mander (R).
 Krohn, Abraham, S2c (R).
 Lenci, John, Lieutenant.
 Lewis, Edward E., Ch. Mach.
 Lindquist, Karl A. E., Lieutenant Com-
 mander.
 Lowery, George A., CBM.
 Luse, James D., Lieutenant.
 Mackay, James A., Lieutenant (Jg) (R).
 Macklin, Edward E., Flc (R).
 Marron, Raymond Virgil, Captain.
 Mathis, Virgil B., MoMM1c (R).
 McCabe, Frank M., Lieutenant Com-
 mander.
 McElligott, Raymond T., Captain.
 McGillicuddy, Leo X., Cox.
 McGowan, William H., Lieutenant (R).
 McNeil, Donald C., Captain.
 McNichols, Stephen L., Lieutenant (Jg)
 (R).
 Meekins, G. Tinsley, Ensign (R).
 Michels, John H., Lieutenant (R).
 Moore, Harold C., Commander.
 Murphy, Daniel Francis, Jr., BM2c (R).
 Newell, Raymond B., Lieutenant.
 O'Brien, Austin, PhM2c (R).
 Olson, Russel L., RM3c (R).
 Owen, Robert W., S1c (R).
 Owens, Francis L., HA2c (R).
 Paine, James W., Lieutenant Com-
 mander.
 Pattysen, Brewster G., Ensign (R).
 Pedersen, Arne C., Lieutenant.
 Peer, Richard S., Ensign.
 Phillips, Gordon A., Lieutenant (R).
 Pollack, A., Lieutenant Commander (R).
 Powers, Burke I., Lieutenant (Jg) (R).

Powers, James A., S2c (R).
 Rahle, Oliver, Lieutenant.
 Rau, Robert Carl, Lieutenant (jg) (R).
 Richmond, Alfred C., Captain.
 Riedel, William R., Lieutenant Commander.
 Rigg, Henry K., Lieutenant (R).
 Riley, Francis X., Lieutenant (jg).
 Robertshaw, Jacob D., Lieutenant (R).
 Rollins, Glenn L., Lieutenant Commander.
 Rose, Earl G., Rear Admiral.
 Rua, Louis, F1c (R).
 Ryan, Billy R., Lieutenant (jg).
 Sargent, Thomas R., Lieutenant Commander.
 Scheu, Robert S., Lieutenant (jg) (R).
 Schoppert, Kenton P., Ensign (R).
 Smart, Ned E., S1c (R).
 Smith, Edwin E., Lieutenant (jg) (R).
 Smith, James P., Lieutenant (jg) (R).
 Soule, Floyd M., Commander (R).
 Starrett, William J., Lieutenant (jg) (R).
 Starr, John, Lieutenant (jg).
 Stewart, Alexander H., Jr., Commander (R).
 Stewart, Melvin L., Lieutenant (R).
 Strauch, William D., Jr., Lieutenant (R).
 Summer, John Francis, Lieutenant (jg) (R).
 Summerfield, Albert J., Lieutenant.
 Sutphin, Clarence H., BM1c.
 Tharp, Edward R., Lieutenant (jg).
 Thresher, Russell W., Lieutenant Commander.
 Tillman, William N., Ensign.
 Tollaksen, Leslie B., Lieutenant Commander.
 Townsend, Marshall O., SoM1c.
 Trester, Glenn E., Commander.
 Tucker, Frank Allan, Cox. (R).
 Van Nostrand, Leroy, Lieutenant.
 Vernon, Albert, Lieutenant (jg) (R) (Del.).
 Vernon, Albert, Lieutenant (jg) (R) (Pa.).
 Volton, Alfred, Lieutenant.
 Waldron, John A., Lieutenant (jg) (R).
 Walker, Paul E., Surgeon, USPHS.
 White, Howard A., Lieutenant Commander.
 Wiggin, Philip Munroe, Cox. (R).
 Williams, Wilbert D. B., S2c (R).
 Wood, Bernard B., Ensign.
 Bigelow, Palmer W., Jr., AP1c (R).
 Bilderback, Kenneth M., Lieutenant (jg) (R).
 Bowers, Maurice L., Lieutenant.
 Braswell, Wheeler M., Lieutenant (jg).
 Bresnahan, Richard T., ARM1c.
 Burch, Francis X., AMM1c.
 Burton, Joseph T., AMM1c.
 Buswell, Charles C., AMM1c.
 Butler, Ralph W., Ensign.
 Cadam, James H., ARM1c (R).
 Cobb, Charles A., ARM1c.
 Coffee, Harry D., ARM2c (R).
 Coler, Charles L., Ensign.
 Colvin, Robert A., ARM2c (R).
 Cook, Lloyd A., AMM1c.
 Corrigan, Joseph B., AOM2c.
 Dameron, Ben Butterworth, Lieutenant.
 David, Malcolm J., AMM3c (R).
 DeMichaels, LaSalle, AMM1c (R).
 Donahue, William E., ARM1c.
 Donnell, James A., AMM2c (R).
 Donnelly, Jack W., AMM2c (R).
 Durham, William N., Lieutenant.
 Eckels, Harry H., Lieutenant.
 Eddy, Sedgwick R., Ensign.
 Eisenstat, Irving, ARM1c (R).
 Evans, Gilbert R., Lieutenant Commander.
 Fak, Robert, ARM1c (R).
 Ferranto, John J., Jr., AOM1c.
 Finklea, James R., ARM1c.
 Fletcher, Edward, AMM2c (R).
 Galyean, Willard E., AMM2c (R).
 Gerber, George J., AMM1c.
 Gerwe, Vincent J., AMM1c.
 Graff, Howard J., AMM2c (R).
 Green, James E., AMM1c.
 Gregory, Robert L., CAP.
 Hazel, Gordon S., AMM1c.
 Heath, James L., Jr., ARM2c.
 Hedrick, Ernest D., Ensign.
 Hersey, Paul F., Lieutenant (jg) (Maine).
 Hersey, Paul F., Lieutenant (jg) (Mass.).
 Hickman, William L., ARM1c.
 Ing, Edwin Bruce, Lieutenant Commander.
 Jones, Donald L., ARM1c.
 Keating, Robert R., ARM2c (R).
 Kellogg, Glenn I., Ensign.
 Kenderson, Alexander G., ARM1c (R).
 Kienholz, Robert B., AOM2c.
 King, Herbert H., ARM1c (R).
 Knoll, Arthur N., Ensign.
 Maki, Walter, AMM2c (R).
 Marshall, R. E., AOM2c (R).
 McCall, John W., AMM1c (R).
 McCormick, Joseph T., Ensign.
 McLane, Leon J., AMM2c (R).
 McMullan, Ira H., Lieutenant.
 Miles, Emerson W., Ensign (R).
 Nipper, Fred A., AOM3c (R).
 Petersen, Robert L., AMM1c (R).
 Pinney, Herbert W., AMM1c.

Air Medal

Allardice, Corbin C., Lieutenant (jg) (R).
 Allen, Carl H., Lieutenant.
 Bailey, Bernard A., Lieutenant (R).
 Barker, Lloyd E., AMM1c (R).
 Behrends, William C., AMM2c.
 Berreth, William M., AMM2c (R).

Proffitt, George L., AMM2c.
 Radke, Leonard M., AOM2c (R).
 Rielly, Robert B., AOM2c (R).
 Ries, Elmer V., AMM2c.
 Roberts, John D., ARM1c.
 Rozier, Walter L., AP1c.
 Salsbury, Vaughn E., Lieutenant (R).
 Schonling, Rudolph H., ARM1c (R).
 Schrader, James Newton, Lieutenant Commander.
 Seidl, James C., Jr., Ensign.
 Shaw, Harold Z., AMM1c.
 Shelton, Francis A., Lieutenant (R).
 Shields, James W., Lieutenant (R).
 Stewart, Francis P., ARM1c.
 Swanston, William I., Commander.

Taylor, Clifford, AOM2c (R).
 Timber, William A., AMM1c.
 Towey, Stuart C., AMM2c (R).
 Voidish, Adolph S., ARM1c.
 Wallace, William C., Ensign.
 Walters, Herbert, AOM2c.
 Ward, Ellis P., Ensign.
 Webb, Harold W., AOM2c.
 Weeks, Sherman M., PhoM2c (R).
 Wessels, Lester F., AOM1c (R).
 White, Henry C., Lieutenant (Jg).
 Willis, Hardy M., AP1c.
 Wilson, Owen T., AMM1c (R).
 Wolfe, Seymour, CAP.
 Zeigler, Herbert D., ARM1c.

FOREIGN AWARDS

British Distinguished Service Cross

Clark, George C., Lieutenant (Jg) (R).
 Reilly, Louis I., Lieutenant Commander.

Commendatore of the Order of the Crown of Italy

Mulieri, B. C. F., Lieutenant Commander (R).

French Croix de Guerre

Kirstine, Lance J., Lieutenant Commander.
 Richmond, Alfred C., Captain.
 Unger, Aden C., Commander.

Foreign Government Award

Braswell, Marvin T., Commander.

Order of Military Merit of Brazil

McKean, George W., Captain.

Order of Trujillo and Order of Military Merit

Hilton, Carl H., Commander.

CAPTAIN JOHN PATRICK MURRAY IS RETIRED

Capt. John Patrick Murray, USCG, was retire on 1 January 1946. He was born on March 7, 1900, in Cambridge, Mass. He attended the public schools of Washington, D. C., and in 1922, graduated from the Catholic University of America in Brookland, D. C., where he had majored in civil engineering. He was appointed a cadet engineer in the Coast Guard on October 13, 1922, and upon graduation from the Academy at New London, Conn., on September 15, 1923, as an ensign (engineering), he was assigned to the *Manning*.

Between 1923 and 1939 he served aboard the cutters *Kankakee*, *Terry*, *Gresham*, *Mendota*, *Saranac*, *Sebago*, *Pontchartrain*, *George W. Campbell*, *Icarus*, and the *John C. Spencer*. He also served aboard the U. S. S. *Bainbridge*, on various engineering assignments, and at the Coast Guard Academy.

Appointed commanding officer of the *Escanaba* on duty on the Great Lakes in November 1939, he was promoted to commander as of July 26, 1941. In January 1942, he was assigned duty in con-

nection with the building and outfitting of the Curtis Bay Training Station, of which he was later made commanding officer. In July 1943, he was assigned to the outfitting of the *Aquarius* on which he later served as engineering officer until September of that year when he had temporary duty on the *Callaway* and then returned to Curtis Bay. In October, he was transferred to California for the outfitting of the U. S. S. *General W. M. Black*, an attack transport on which he was later made commanding officer. Transferred to Alaska in the summer of 1944, he was appointed assistant district Coast Guard officer there.

LT. COMDR. PEDERSEN RETIRES

Lt. Comdr. Peder M. Pedersen, USCG, was retired from active service on January 1. He was born in Rudkobing, Denmark, on November 13, 1882. He attended high school and navigation school in Denmark, and when still a youth, started his seagoing career, sailing on German and Dutch vessels.

He enlisted in the United States Navy in December 1903, remaining in the service nearly 14 years. He was commissioned in the Navy during the First

World War, and later entered the merchant marine.

In 1924 he enlisted in the Coast Guard as a warrant officer and was assigned to the *Carrabasset*, of which he later became commanding officer. He also served aboard the following cutters: *Redwing*, *Unalga*, *Pequot*, *Atalanta*, and *Vigilant*.

At the time of his retirement he was in charge of the Fort Lauderdale Base.

PRESENT STATUS OF THE COAST GUARD LEAGUE

The following changes in the status of various chapters of the Coast Guard League have taken place since the publication of the list of chapters in the November 1945 issue of the Coast Guard Bulletin:

BYLAWS APPROVED—CHARTERS GRANTED

Chapter No.	
104	Edward A. Oakley Chapter, Dorchester, Mass.
202	Potomac Chapter, Washington, D. C.
412	Quaker City Chapter, Philadelphia.
413	Essington Flotilla Chapter, Philadelphia.
414	David Grimes Chapter, Toms River, N. J.
415	City and County Employees of Philadelphia, Pennsylvania Chapter, Philadelphia.
702	Tampa Chapter No. 1, Tampa, Fla.
905	Gloucester of the Detroit Chapter, Michigan.
906	Oshkosh Chapter, Oshkosh, Wis.
953	Memphis Chapter No. 1, Memphis, Tenn.
954	Peoria Chapter No. 1, Peoria, Ill.
955	North Alabama Chapter, Sheffield, Ala.
959	St. Paul Chapter No. 1, St. Paul, Minn.
960	Pittsburgh Chapter, Pittsburgh, Pa.
961	La Crosse Chapter No. 1, La Crosse, Wis.
1302	Portland, Oreg., Chapter.

BYLAWS APPROVED—CHARTERS BEING PRINTED

703	Fort Lauderdale Chapter, Fla.
704	Jacksonville Chapter, Fla.
1205	Peninsula Chapter, San Francisco.

CHAPTERS FORMED—BYLAWS PENDING APPROVAL

105	Boston Power Squadron, West Newton, Mass.
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Chapter No.

106	Cutter Massachusetts Chapter.
301	The Semper Omnes Boni Socili Chapter, Brooklyn, N. Y.
416	Company V Chapter of Philadelphia.
417	13 L 33 Chapter, Philadelphia.
956	Illini (Alton, Ohio) Chapter.
957	Minneapolis Chapter.
958	Arsenal Chapter.
418	George McCracken Memorial Chapter.
1102	Hollywood Chapter.

BYLAWS RETURNED FOR CORRECTION

408	22-IV-M Club Chapter, Philadelphia.
411	Veterans of the Volunteer Port Security Force, Philadelphia.

CHAPTERS FORMED—BYLAWS NOT YET RECEIVED

909	Calumet Chapter, Indiana
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INFORMATION ON VOTING BY MILITARY PERSONNEL

General information.—Servicemen will be eligible to vote under existing laws in the following elections to be held in 1946. Servicemen may apply for an absentee ballot by mailing at any time the post card application (USWBC Form No. 1), which may be secured from the voting officer. Executed ballots must be returned by the day of the election in order to be counted.

Louisiana.—A second primary election for municipal and parochial officers will be held, if necessary, for the city of New Orleans on 26 February 1946, and the general election will be on 2 April 1946. Members of the armed forces who are already registered may vote by absentee ballot.

Vermont.—Annual town meetings will be held in each town and city in Vermont on 5 March 1946. Local officials are to be elected and two questions relative to the sale of intoxicating beverages are to be voted upon. Absentee ballots are furnished in all towns and cities using the Australian ballot system. Applicants should state on the post card application that he desires ballots for the annual town meeting. Members of the merchant marine and "certain attached civilians" may vote on the same basis as servicemen.

CHANGES IN ASSIGNMENT

Rear Admiral R. T. McElligott assumed duty as Chief Personnel Officer on 3 January.

Capt. Frank R. Bellomy from DCGO, Twelfth Naval District to DCGO, Third Naval District for duty as District Civil Engineer Officer.

Capt. Lucien J. Ker, not physically qualified for release to inactive duty as previously assigned. Report back to DCGO, Fifth Naval District for duty.

Capt. Gordon A. Littlefield from Coast Guard Headquarters to DCGO, Twelfth Naval District for duty as Planning and Control Officer.

Capt. Harold S. Berdine from *Breckenridge* to DCGO, Seventh Naval District for duty.

Capt. Edwin C. Whitfield from AKA 16 to DCGO, Eighth Naval District for temporary duty pending further assignment.

Commander Gerald T. Applegate from APA 26 to Coast Guard Training Station, Alameda, for further assignment to duty.

Commander George W. Stedman, Jr., ordered to Merchant Marine Inspection, Fourth Naval District, in lieu should be Twelfth Naval District, Merchant Marine Inspection.

Commander Randolph Ridgely, III, from Coast Guard Receiving Station, Boston, to DCGO, Eighth Naval District for duty.

Commander Elmer J. J. Suydam from Air-Sea Rescue to DCGO, Eighth Naval District for Air-Sea Rescue duty.

Commander Marvin Braswell from COTP, Tampa, to Coast Guard Group, St. Petersburg for duty.

Commander Joseph Howe from detached orders to DCGO, Eleventh Naval District for duty as Marine Engineering Officer.

Commander Chester L. Harding assigned at Coast Guard Headquarters as Chief, Aeronautical Engineering Division.

Commander Leonard T. Jones from Coast Guard Headquarters to U. S. S. *Admiral W. L. Capps* (AP 121) for duty.

Commander Walter B. Millington from Army Manning Detachment, Navy 3964, to DCGO, First Naval District for duty.

Commander Simon R. Sands, Jr., from detached orders to Coast Guard Training Station, Alameda, for temporary duty pending further assignment.

Commander Louis M. Thayer, Jr., from Merchant Marine Hearing Unit, New York, to Merchant Marine Hearing Unit, Twelfth Naval District for duty.

Commander Elmer E. Comstock from Group 85, LST Flotilla 29 to duty as Commander LST Group 85, Flotilla 29.

Commander Charles R. Peele from Coast Guard Section Office, Long Island Section, East Moriches, N. Y., to Eastern Inspector, St. George, Staten Island, N. Y., for duty.

Commander Donald T. Adams from *Owasco* to DCGO, Thirteenth Naval District for demobilization duty.

Commander George W. Holtzman assigned to temporary duty as commanding officer, *Breckenridge*.

Commander Edgar V. Carlson from LST Flotilla 29, Group 86 to Coast Guard Training Station, Alameda, for temporary duty pending further assignment.

Commander Warren L. David designated as acting commanding officer of AKA 16, U. S. S. *Aquarius*.

RELEASED TO INACTIVE DUTY

Capt. Roscoe House (retired) returned to inactive duty status on retired list.

RETIRED

Capt. Rae B. Hall, 1 January 1946.

Capt. John P. Murray, 1 January 1946.

Capt. Gustavus U. Stewart, 1 January 1946.

Lt. Comdr. Peder M. Pedersen, 1 January 1946.

